



**SECRET**

SECRET

50X1-HUM

Distribution of the cars is coordinated with gathering of cars delivered earlier to the same points. As a rule, empty cars are collected, grouped, and delivered to assembly tracks. When a locomotive is sent after a group of unloaded cars, it should deliver a regular group of cars to be unloaded. It is better to make an extra stop at the freight shed than to create long intervals between delivery and gathering which cause delay of machinery and inefficient utilization of the capacities of the loading platforms.

One quarter of freight car turnaround time is spent in loading and unloading points. The car does not spend as much time, usually, at freight sheds and warehouses as it does waiting for loading and unloading operations. One fifth of all loading and unloading is done in freight yards, which have their own peculiarities, such as the large quantity and wide dispersal of the points to which cars must be delivered (the Shartash Station of the Sverdlovsk System, for example, has more than 200). The Lanchak method as worked out by Lanchak in the Moscow-Freight-Kiyevskaya Station has achieved savings in time of 30 percent. Calculations show that even better results could be achieved in many stations. The adoption of the Lanchak method in all freight stations would permit a saving of more than 320,000 car-hours per day.

It is necessary to work out typical technological processes for freight station operations. The Freight Operations Chair of the Moscow Institute for Transport Engineers has sent a group to Gor'kiy to study the problem, and the group has worked out a system for the freight station with the Lanchak method as a base. Study of the principles of marshalling set forth by the Lanchak method should be included in the program of the operations faculties and sections of institutes and technical schools this year. Also, it is evident that it is necessary to change the principles of distribution of the various freight-yard components and create new patterns for their track development.

SCHOOLS TO STUDY LANCHAK METHOD -- Gudok, No 111, 16 Sep 49

The Ministry of Transportation USSR has informed the heads of all railroad okrugs, systems, and transport institutes that in connection with the program for reducing freight car delay in freight operations, vital significance is attached to the adoption of the Lanchak method of processing local freight cars. With the goal of introducing the Lanchak method, the Ministry directs that Stakhanovite schools for studying the method be organized in all freight stations having locomotives assigned specially to local operations.

Gudok, No 110, 14 Sep 49

On the Moscow-Kiev, Primorskiy, Pyazan'-Ural, Moscow-Donbass, Northern, Estonian, Belorussian, and Western railroad systems there are 60 Stakhanovite schools for studying the Lanchak method. There are 512 persons studying in these schools.

STEPS TAKEN TO IMPROVE RR PLANNING -- Gudok, No 107, 7 Sep 49

The Central Planning and Economics Section of the Ministry of Transportation has directed the heads of the planning and economics sections of the railroad okrugs to work out the plans for 1950 with the direct participation of representatives of the railroad systems. It is necessary also that the various sections of the systems take part in working out the plans for the systems.

The Central Railroad Okrug has been directed to correct the discrepancies between the monthly goals set for rolling stock utilization and the year program which were disclosed in Gudok for 12 August. -- F. Mulyukin, head, Central Planning and Economic Section of Ministry of Transportation

- 2 -

SECRET

**SECRET**

**SECRET**

SECRET

50X1-HUM

## UNIFORM TYPE OF TERMINAL GUARANTEE ADOPTED -- Gudok, No 110, 14 Sep 49

The Ministry of Transportation has adopted a uniform form of terminal guarantee (uzlovaya garantiynaya marka) for use throughout the railroad network. On the guarantee should be indicated the dispatching station and railroad system and the station of destination, the weight of the train, the numbers of the first and last cars, and the point to which the train should travel without repair. The guarantee testifies to the good condition of the train and is signed by the dispatcher, car foreman, weigher, and the worker who makes up the train of the dispatching station, and the head conductor and the train car foreman.

The guarantee travels with the train to the station of destination. When cars are uncoupled because of technical or commercial failures, the failure is noted on the back of the guarantee and the guarantee is returned to the dispatching station. The station of destination is required to inform the dispatching station by telegram within one day on the condition of trains arriving with guarantees which have traversed two or more railroad systems.

## ADOPTION OF MILK TANK CARS ASKED -- Gudok, No 105, 2 Sep 49

In 1936 the Leningrad Milk Combine assembled a railroad milk tank car, after which six more were built. However, mass production of the cars was never set up. All the same, the use of milk tank cars should hold great interest for the food industry and railroad transport. Shipping milk in tank cars is much cheaper than shipping it in containers. Since one 2-axle tank car having a capacity of 10 tons is equivalent to three 2-axle refrigerator cars, into which can be loaded 300 milk cans. It is much simpler to load a tank car than it is to fill and load onto freight cars 300 cans. Also, it is much easier to clean and sterilize the tank car. It is time to begin serial production of milk tank cars not only for Leningrad but for other industrial centers of the USSR. -- Letter to Gudok from a docent in the Leningrad Institute of Transport Engineers.

- E N D -

- 3 -

SECRET

**SECRET**